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VOL. 144 No. 3517

4 JANUARY 1961

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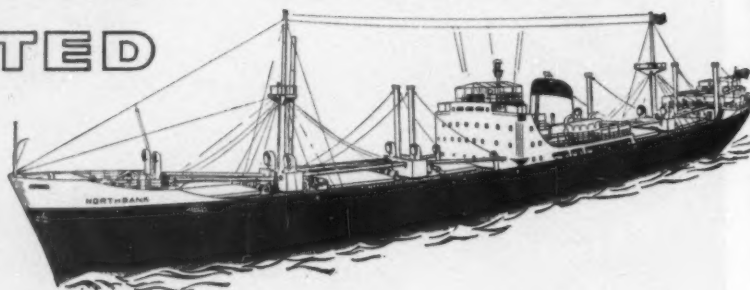
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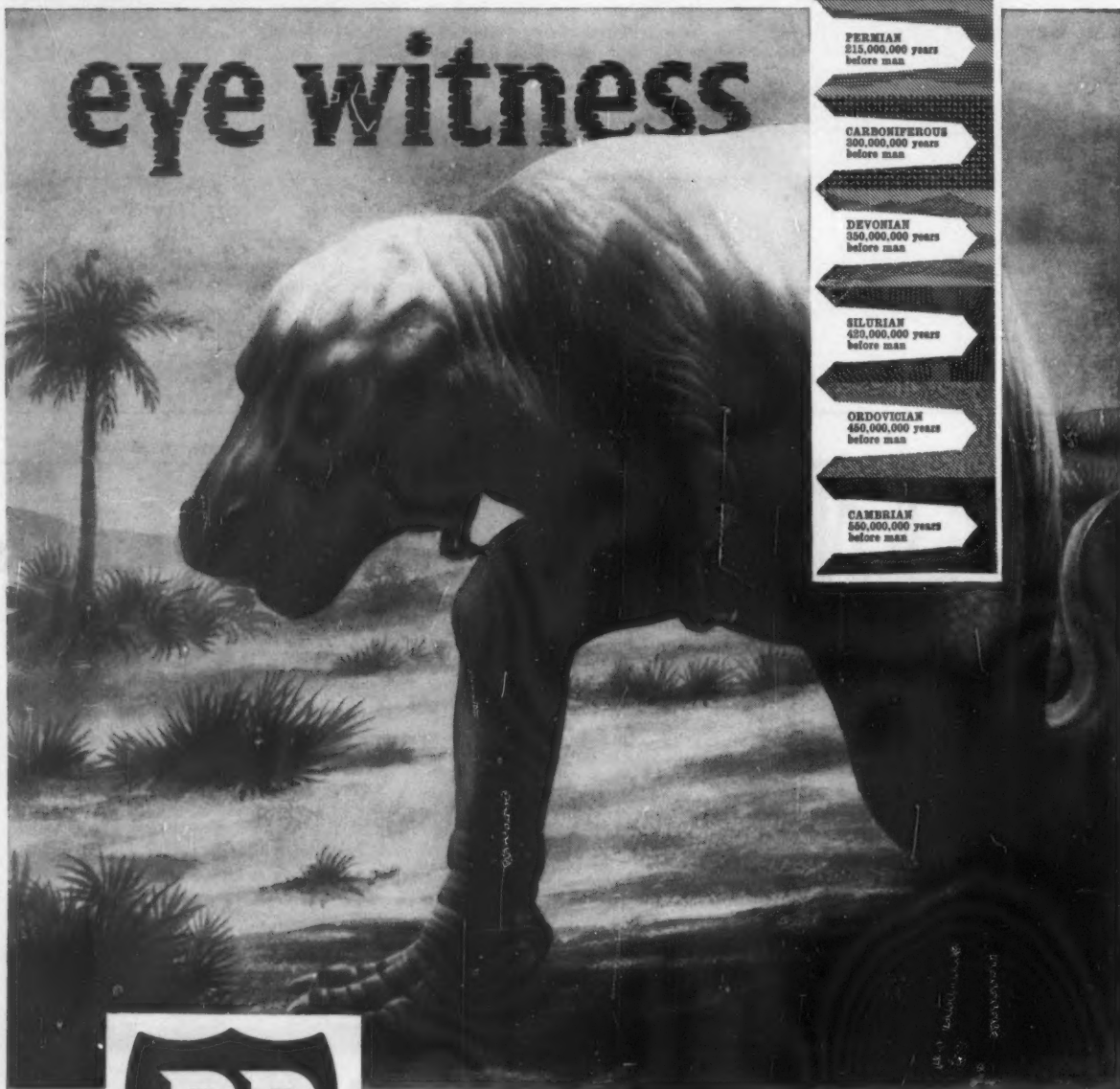


Death walked with a thirteen-foot stride through Cretaceous landscapes 120 million years ago. Tyrannosaurus, the King Lizard, twenty feet tall and fifty long, was probably the most terrible animal in an age of nightmare creatures: and all others were its meat.

While Tyrannosaurus reigned on land, deep in the seas nature and time were laying down the source materials of oilfields to sustain another age.

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## THE SHIPPING WORLD

### A NEW LOOK FOR LABOUR

IN COMMENTING on the industry's labour problems, British shipbuilders have in the past tended to give the impression that they were willing to accept rigid demarcation lines in shipbuilding providing that such lines could be agreed and adhered to without recourse to strikes or other delays to production. In view of the atmosphere in the industry at the time, with ample work, such an attitude was not in fact unreasonable. Today, however, this can no longer be said; and although the growing shortage of work means difficult times ahead for the industry, it does at least bring home to union leaders, and—what is even more important—to trade unionists themselves, the need for an entirely fresh approach to the whole question.

The nettle has been grasped firmly by Mr John Rannie, the current president of the Shipbuilding Employers' Federation, in an article which he has contributed to the Annual Review of *Lloyd's List*. He makes a clear call for this fresh approach, and goes a good deal further than had previously been attempted by a spokesman for the industry. "I often feel that the root cause of many of the troubles which hinder the progress of the industry is an excessively rigid adherence to tradition. Our two main competitors are West Germany and Japan, and it is significant that the shipbuilding industries in these countries had to make a completely fresh start after the war, ignoring traditional concepts. Their record since that time and the difficulties which yards in this country have encountered lead me to believe that a detailed and careful reappraisal of the needs of the industry in present-day conditions is imperative. This could involve a complete reorganisation of labour in British shipyards, in order to achieve greater flexibility in applying the skill of the craftsman to the new methods and modern machinery with empha-

sis on a more economical use of manpower."

These words make sense, and it is most encouraging to see them written. Mr Rannie goes on to expound his ideas further: "By tradition we have in our yards many different trades with rigid lines of demarcation between them. It would be an immense improvement and of great benefit to all if we had fewer trades and greater flexibility. This might well involve a new approach to apprenticeship training, and a change such as I have indicated could lead to a more satisfying career for the industry's employees. It would provide a better balance of labour and would enable us to make more economic use of our manpower. In addition, it would go a long way to resolving the difficulties which arise between one set of tradesmen and another and which cause us to lose so much productive time."

Coming from the principal spokesman for the industry on the labour side, these suggestions show the way in which thought among shipbuilders is now moving. It is an excellent thing that they should have been made public in advance of the appearance of the report which is due to come from the sub-committee of the Shipbuilding Advisory Committee. This will no doubt make suggestions for the reorganisation of manpower in the industry, and they may well be in line with the ideas that Mr Rannie is putting forward. As far as the layout and equipment of the shipyards is concerned, the principal firms in the industry have already done a great deal on the steel fabrication side, which is the most important. The organisation of manpower is clearly the next problem to be tackled; a time when work is short and yards are not competing for men is clearly a good time to tackle it; and the report of this sub-committee may provide the fuse to start the process off on a national scale.

### Current Events

#### Fear of Famine

IN HIS New Year message Colonel T. Eustace Smith, president of the Shipbuilding Conference, declared that even with the most valuable output of merchant shipping in the history of the industry, 1960 was an unsatisfactory year for British shipbuilding, and prospects for 1961 "are very uncertain". He pointed out that the high output and the value of the work done were largely the fruits of contracts placed three years ago or more, not a reflection of a healthy current demand, and had all the elements of a feast before a fear of famine. Each ship delivered has brought nearer the prospect of idle berths and serious unemployment. New work has been accepted at keen prices which, in some cases, will not meet full establishment charges, in the interests of maintaining

production and employment. "We enter 1961 still in negotiation with the shipbuilding trade unions on their latest wage claim, well knowing that any concessions at this time can only add to the difficulties of the situation. Costs must be firmly held if we are successfully to hold our own at a time when no country is booking new orders at a rate exceeding 50 per cent of its annual output capacity". Colonel Smith concluded with a reference to the "unfortunate publicity" given to the DSIR Report on research in shipbuilding and marine engineering (SW, 21.12.60), but there is a general feeling that too many British shipbuilders and marine engineering firms consider all publicity to be unfortunate (or too expensive), and fail to realise the advantages which can be derived from the technical Press. In an excellent article in

*Lloyd's List Annual Review*, A. C. Hardy, the well-known and much-travelled naval architect, suggests that matters in the shipyards might be improved by pinning a map of the world on the various doors used by every shipyard manager, chief draughtsman and draughtsman, and in the secretary's department of every shipyard. Even more informative would be to circulate more copies of the technical Press. Shipbuilders might note that bulk subscriptions to *THE SHIPPING WORLD* are available at reduced rates, a facility of which a number of shipping companies, but few shipbuilders, avail themselves.

### Sir Thomas Yates

AT THE end of the year Sir Thomas Yates retired as general secretary of the National Union of Seamen, a post which he has held with distinction for 13 years. Writing in *The Seaman*, Sir Thomas said: "All in all, I doubt if at any time in the history of the union its officials had to function under more exacting and trying conditions than those which have prevailed almost continuously during my term of office". Certainly few people in 1947 could have confidently forecast the many technological and political changes which have taken place throughout the world in shipping during that interval. Tom Yates, as he is affectionately known, went to sea at the age of 17, serving with the White Star, Bibby and Cunard Lines for a total of 16 years, becoming a full-time official of the NUS in 1929. His zeal and energy drove him up the ladder to the top, until he eventually succeeded the late Charles Jarman, himself a man of character and a brilliant leader and negotiator. Sir Thomas has not confined his activities solely to the NUS. He is joint chairman of the National Maritime Board, seafarers' delegate to the joint committee of the International Labour Organisation and the World Health Organisation, and chairman of the Seafarers' Section of the International Transport Workers' Federation. In 1956 he chaired the workers' side of the I.L.O. Maritime Preparatory Conference, which led up to the formation of the Inter-governmental Maritime Consultative Organisation. His influence in the international sphere of seafarers' trade unionism dates from 1947, when he played a prominent part in the discussions and negotiations which led to the framing of the International Seamen's Charter. Welfare has always figured prominently among his interests. He is chairman of the Merchant Seamen's War Memorial Society and an active supporter of many other organisations. Other public bodies on which he serves are the Navy League, the Shipping Defence Committee and the Personnel Training Committee. In 1948 he was elected to the General Council of the Trades Union Congress, and was their chairman for the congress year 1957-58.

### Boatbuilders Short of Work

BOATBUILDING yards in the north-east of Scotland have been affected by the temporary suspension of White Fish Authority grants and loans. In a number of important yards staff has already been paid off. Dismissed men will have little prospect of alternative employment, since the situation affects all boatbuilding yards. Most of them are skilled men who have been with their firms for many years. Buckie is particularly affected, with three yards engaged on boatbuilding. Herd & Mackenzie Ltd, largest of the three, has a staff of about 200 and has already dismissed some 40 workers, many of them long-serving employees. Other yards in the area are also due to dispense with considerable numbers. Mr W. Miller, of St Monance, chairman of the Scottish Fishing Boat Builders' Association, takes the view that the W.F.A. is justifiably cautious in view of the uncertainties at the present time. The industry is awaiting the Fleck Report,

which is expected shortly. It will survey the future needs of the fishing industry and will advise on the most economic type of vessel.

### 3,000 hp per Cylinder

DURING a recent visit to the Sulzer works in Winterthur to see the new 900mm bore engine running on the test bed, Mr W. Kilchenmann, technical director of the diesel engine department, stated that the engine would be tested up to 2,500 bhp and even up to 3,000 bhp per cylinder (the rated output of the RD90 engine is 2,000 bhp/cylinder). Information has now been received from Winterthur that in a recent trial run this engine has in fact attained an output of 3,000 bhp per cylinder. The engine, described in *THE SHIPPING WORLD* of 21 December 1960, is of normal design in all respects and sold with a nominal rating of 2,000 bhp per cylinder. The output of 3,000 bhp was reached at a speed of 130 rpm and a mean effective pressure of 150 lb/sq in. At this pressure and with an exhaust temperature of 716 deg F as stipulated by the purchasers of this 6RD90 engine, the fuel consumption was 0.342 lb/bhp-hr. Between 85.7 and 107 lb/sq in, the figure of 0.33 lb/bhp-hr was never exceeded. From these results a twelve-cylinder engine of the same type would be capable of an output of 36,000 bhp, a figure which would have been thought impossible a few years ago.

### Educational Holiday Cruises

THE British India Line has announced the introduction of a venture which will offer young people opportunities for educational travel of an exceptionally rewarding nature at a realistic price. The *Dunera's* charter to the Government for troopship is due to end this year, and this famous troopship will then undergo comprehensive refit before undertaking a series of 15 educational and holiday cruises, from the end of March to December. These cruises will be primarily for boys and girls of 12 years of age and upwards in organised parties under party leaders, and for student groups. The use of cabin class accommodation will be restricted to adults associated with education and to party leaders. All the usual amenities of a modern ocean liner will be provided for both cabin and dormitory class passengers, and fully equipped lecture rooms will be installed so that students may receive instruction from the ship's educational staff in regard to the places they are visiting and the ship herself, and where they can also pursue their regular studies under their party leaders. At sea organised recreation will include deck games (cricket, hockey, tennis and quoits), swimming and physical training by day, and in the evenings there will be film shows, concerts, dances and plays. Itineraries include the Northern capitals of Europe, ports on the Atlantic seaboard of Europe, the Canary Islands and the Mediterranean. Fares, inclusive of all shore excursions, will range from £28 in dormitory class to £45 in cabin class for a 10-days cruise.

### Air Traffic Prospects

IN HIS year-end statement on the prospects of world air transport in 1961, Sir William Hildred, Director General of the International Air Transport Association, said that the world's airlines should carry a new record total of 188 million passengers during 1961—a healthy increase over the 98 million who flew during 1959. The 1961 total of passenger kilometres performed should reach 125,000 million as against 97,000 million in 1959. Cargo traffic is expected to increase from 1,920 mn tonne-kilometres in 1959 to 2,540 mn. "These are estimates, of course, and reasonably conservative ones, weighted to take account of mixed forecasts of world economic conditions in the coming year. Nevertheless I feel con-



fident that the surge of air traffic will continue under the pressure of growing public need for international air transport, particularly to and within such rapidly developing areas as Africa and South America. By the same token traffic will gain further momentum from the rapidly consolidating public habit of international tourism and from the powerful attractions of new jet services and lower fares and rates." Some 130 more jet aircraft will be added to airlines' fleets, bringing the total of these new types in service to about 560 by next December.

### The Vickers Vanguard

THE JETS will not have it all their own way this year, in which the second-generation turbo-jet aircraft, the Vickers Vanguard, comes into service. Already it has flown from London to Rome (955 miles) in zero wind conditions in 2 hours 27 minutes—three minutes faster than current jet schedules—and from London to Paris (224 miles) in 41 minutes—four minutes better than the existing jet schedule. Even more important, this aircraft is designed to provide short-haul air transport at the lowest possible cost, and the manufacturer claims that it has the biggest profit-earning potential of any airliner ever offered to the air transport industry, a claim that is borne out by "a lowest-ever" seat-mile operating cost of less than one U.S. cent per seat mile over routes in excess of 1,000 miles. The Vickers Vanguard made its first flight in BEA service on December 17. On February 15 Vanguards will enter passenger service with Trans-Canada Air Lines on short and medium length routes across Canada and to the United States. Operating at 65 per cent load factor and 10 per cent profit the Vanguard can offer substantial cuts in existing fares as these figures show: over 250 miles a reduction of 30.5 per cent, 685 miles 50 per cent, 800 miles 46 per cent and 1,000 miles a cut of 47.5 per cent (£32 8s to £17). These figures are based on operating cost curves calculated by the projects department of an airline. By virtue of its ability to fly economically and fast (425 mph, soon to be raised

to 450 mph) at relatively low altitudes, the Vanguard can achieve short and medium stage block times as fast as, or faster than, its high-flying pure-jet rivals.

### Ocean-Going Containers

A PIONEERING technique to facilitate the use of ocean-going cargo containers has successfully completed a one-month trial in San Francisco. Arranged by the Customs and the Marine Exchange, the operation permits Customs inspection of samples of imported goods carried in the cargo vans to be made at the premises of the importer, rather than on the docks. Previously, as in other U.S. ports, the containers were usually opened on the pier and random samples removed for the required inspection and duty appraisal by officials. Since the vans range in size from 8 to 27ft or more in length—and in weights up to 50,000 lb loaded—the need virtually to empty them on the dock to extract a few samples, or alternatively to truck samples back from the importer to the pier, largely cancelled the economies and security their use afforded the steamship companies and importers through efficient mechanised handling and stowage. Under the new procedure incoming cargo containers are unloaded from the ship and delivered sealed to draymen for hauling to the importer's premises. Once delivered, the previously designated samples are removed and set aside for later on-the-spot Customs inspection. The new rules still provide for adequate safeguards and comply with U.S. laws and Customs requirements. The eventual goal is uniform adoption at all U.S. ports.

THE ILLUSTRATION below shows the oil tanker "World Hope", 24,700 dwt, entering the water after she had been launched at the Skaramanga yard of Hellenic Shipyards Company by Mme Constantine Caramanlis (see page 9 of this issue). This ship is the first of its size ever to be built in Greece and the first to be constructed at the new yard. Just visible in the top right hand corner of the picture are the balloons and doves which were released from a large balloon secured to the bow of the ship and burst before the vessel was fully waterborne—a custom similar to that carried out in Japan



# ON THE "BALTIC"

## PROSPECTS IN THE GRAIN TRADES

By BALTRADER

WITH THE Christmas and New Year holidays behind us, and market conditions gradually returning to normal, the next few months should prove interesting. The disastrously wet summer experienced in Europe last year did not lead to the large-scale expansion in trans-Atlantic grain chartering in the autumn which at one time seemed probable. It is true that the weather was largely responsible for the fact that countries such as Poland and Italy were big buyers of North American grain in the latter part of last year, but there was no spectacular increase in demand for imported grain in the near continental countries as we had seen, for example, in October 1959. On that occasion a very dry summer had led to an urgent need for imported feeding stuffs, but in 1960 exactly the opposite weather conditions resulted in a rain damaged harvest which was often unsuitable for storage and had to be used straight away. Thus the need for large-scale imports was postponed, but there are now fairly general expectations that stocks of grain will have to be replenished on a much larger scale in the next few months, and that this will lead to a quickening of the pace in the grain trades. This theory seems to be a sound one but, as always, a lot will depend on the type of winter weather experienced in the next few months, and that is something which even the most farsighted and knowledgeable charterer or owner would hesitate to forecast.

### Wheat Sold to China

A most interesting development in the Far East lately is the reported sale of more than 200,000 tons of wheat from Australia to China. Similar business has been arranged in the past from British Columbia to China and from Australia to North Korea, but the latest sale breaks new ground. Inquiry had already begun last week for tonnage to load in Australia in January/February and this new demand had an immediate steadying effect on the Eastern markets as a whole. The fact that China should be buying Australian wheat at all underlines the many reports in recent months that her harvests, like those of so many other countries, were seriously damaged by bad weather last summer. A recent fixture of a ship to carry rice from Rangoon to Shanghai would seem to provide further evidence of China's present difficulties, for Shanghai is normally considered to be a major rice exporting port. Nevertheless, there can be little doubt that China is heavily committed to a big export programme and, just as in Britain during the Suez crisis days, we saw coal ships coming in from America passing vessels outward bound with coal exports, so we may well see China exporting rice and other cereals while at the same time importing similar commodities for urgent home consumption.

There are often times when owners with ships on this side of the world wish they were in the Far East, while on other occasions the prospects over here are better, but just for the moment the advantage and disadvantages of both seem to be fairly well balanced. In the North Atlantic trades, for example, owners have great expectations of revived grain activity, which may or may not develop, but in any case a reasonably healthy River Plate market and good inquiry from the Mediterranean/Black Sea area give a fairly wide choice of employment. In the East reference has already been made to some of the Australian inquiry and the North Pacific should remain fairly steady for a few months more. India, of course, has

improved considerably in recent weeks and consequently, although conditions are not always particularly easy, there is no reason why an owner today should experience the nightmare time which has become such a regular feature of the Far East in recent summers. No doubt it is because conditions on both sides of the world are relatively stable that rates both to and from the Far East have remained almost unchanged for many weeks. Examples of this can be seen in coal rates from Hampton Roads to Japan and grain from the U.S. Gulf to the same destination, while in the reverse direction copra from the Philippines to the Continent and cereals from China to this side have shown very small variations for some time.

### The Freight Markets

The freight markets were quiet last week, which was not surprising in view of the Christmas and New Year holidays. A few fixtures were reported in the trans-Atlantic grain trades including *Liso* with heavy grain from Philadelphia or Baltimore to Ravenna at \$7.50 free discharge, January 2/10, and the 24,000-tons *Naess Pioneer* was taken for a similar cargo from U.S. North of Hatteras to Antwerp, Rotterdam or Amsterdam at \$4.10 free discharge, January 27/February 10. The *Western Prince* was fixed with wheat from the U.S. Gulf to picked ports U.K. at 54s, January 18/30, and the *Sunard* takes heavy grain from the U.S. Gulf to West Italy at \$7 free discharge, January 4/15.

From Hampton Roads, fixtures included *Panaghiotis* with coal to China at \$820 free discharge, January 6/20, and the *Providence* with 18,000 tons of coal to Savona at \$4 free discharge, January loading. The *Cornwall* takes coal from Hampton Roads to Yugoslavia at \$5 free discharge, January 1/15. A vessel, 9,500 dwt for cargo, 475,000 cu ft bale, was fixed with scrap from the U.S. Atlantic to Japan at the unchanged rate of \$110,000 f.i.o., January 20/30. On the outward market the *Gera* was reported fixed with fertilisers from Rostock to West Coast India at 48s f.i.o. option East Coast discharge at 50s 6d, January 1/12, and the *Doxa* takes a cargo of potash from Bremen to Baltimore, Norfolk or Wilmington at \$3.20 f.i.o., January 9/15.

No fixtures were reported from Australia but charterers continued to quote wheat to China for January/February loading. On the North Pacific fixtures included a vessel with bulk wheat and flaxseed from Vancouver to Hull at 72s 6d on the wheat and 76s on the flaxseed portion, January 20/February 5, and the *Justinian* was taken for two consecutive voyages with wheat from British Columbia/North Pacific to Tokyo/Hakata range at \$6.65 free discharge, February 5/28.

In the Far East a vessel was fixed with general cargo/rice/cereals from Shanghai completing Dairen to Cuba at 71s f.i.o., January 2/14. The *Azotea*, 613,569 cu ft bale, was fixed with copra from the Philippines to Antwerp/Hamburg range at 18½ cents per cu ft bale f.i.o., December 28/January 10. The *Mahadevi* takes bagged rice from Rangoon to Shanghai at 43s f.i.o., January 7/20. The rate for ore from Mormugao to Japan remained unchanged at 43s 6d. f.i.o., January 1/15. The River Plate market was quiet.

On timecharter the *Trecarrell* (ms), 10,250 dwt, 562,000 cu ft bale, 13½ knots on 18½ tons fuel oil, was fixed at 22s 3d per ton, delivery Rotterdam or Antwerp, redelivery Australia or New Zealand trip out, January 21/28.

## NEWS FROM OVERSEAS

From The Shipping World's Own Correspondents

### Greek Purchases of Passenger Liners

THE GREEK owners Chandris have announced the acquisition of the French liner *Bretagne* from the Compagnie General des Transports Maritimes. The *Bretagne* will join the *Patris* (formerly the *Bloemfontein Castle*) on the Greece-Australia on which the latter has been engaged since December 1959. The *Bretagne* will enter the service in March 1961. As a result two sailings per month, one from each end of the line, will be available. Previously trading on the South America service, the 16,355-tons *Bretagne* was built in 1952, has a service speed of approximately 20 knots and can carry 1,256 passengers. Her cargo capacity include 120,000 cu ft of refrigerated space for perishable cargoes.

In addition to the *Bretagne*, several other passenger vessels have been purchased for service in Greek coastwise passenger shipping or between Piraeus and other Mediterranean ports. It is also likely that some of the new acquisitions will engage in tourist cruising in Greek water and the Mediterranean. These ships include the 2,500-tons German passenger vessel *Wappen Von Hamburg* purchased by the Thiraki Line P. M. Nomikos SA. Built in 1955, the *Wappen Von Hamburg* will be engaged in coastwise passenger shipping. The luxurious yacht *Mansur*, 3,743 grt, formerly owned by King Ibn Saud of Saudi Arabia, has been purchased by the Chandris firm. After undergoing extensive conversion the *Mansur* will engage in high quality tourist cruises. The Canadian vessels *Princess Joan* and *Princess Elizabeth*, formerly owned by the Canadian Pacific Railway, have been purchased by the Epirotiki Shipping Co A. Potamios. The two vessels, of 5,250 tons each, will run regular schedules between Greek and other Mediterranean ports. They will also engage in tourist cruising.

### American Shipping Notes

A NEW TYPE of ship stabilisation system is now in experimental use in the Matson Line's 18,500-tons California-to-Hawaii liner *Matsonia*. Called a "flume stabilisation system" by its designer, John J. McMullen Associates of New York, it consists of two tanks connected by a duct or flume, through which 85 tons of water ballast flows back and forth to check the ship's roll. On an early-December voyage, the *Matsonia* rode waves as much as 10ft in height, yet developed a roll of only 1½ deg, as against the 9-deg motion which would

normally have been expected. Installation of the entire system is said to have cost less than \$200,000, or less than 20 per cent of the estimated cost of fin stabilisers.

The International Longshoremen's Association, controlling virtually all dock labour in the eastern United States and Canada, has ordered a boycott by its members against the handling of any cargo to or from Cuba. The action was stated to be in retaliation against the treatment of Cuban longshore labour by the Castro regime. The union's Canadian organisation has pledged to boycott "strategic goods" en route to Cuba and any cargo in transit to or from the United States.

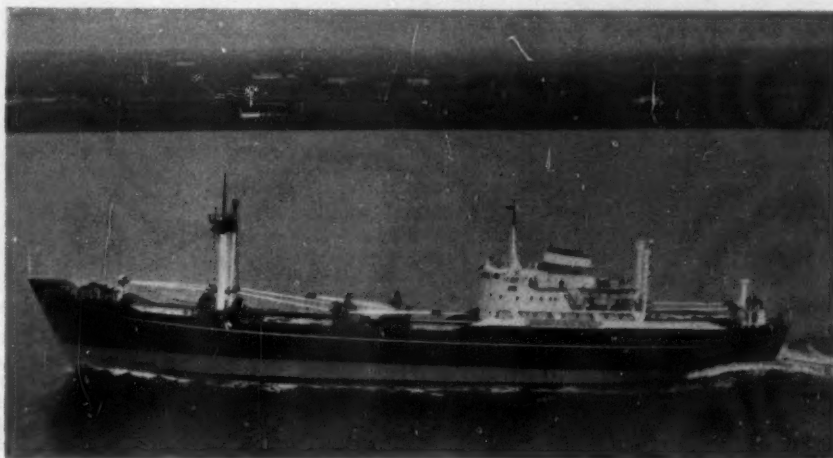
Growing speculation that a reorganisation, if not an actual merger, of American Export Lines and the Isbrandtsen Co will result from the latter firm's acquisition of apparent stock control of the former has been strengthened by the press announcement that an Isbrandtsen vice president in charge of freight traffic is to move to the same position in the American Export organisation. He is Mr A. Theodore DeSmedt, who will replace Mr Frank G. Slater on Export's staff. Coupled with Isbrandtsen's pending move to sell its berth liner fleet to American Export, this transfer could well forecast closely integrated operation of the two companies' liner services, which are in part competitive.

The *President Tyler*, second ship in American President Lines' dry-cargo fleet replacement programme, was launched on December 20 from the Bethlehem Steel Company's San Francisco shipyard. Like her sistership the *President Lincoln*, launched on September 28, the new vessel is of the "Searacer" class of 12,800 dwt, with a length of 563ft and a 17,500-shp single-screw geared turbine machinery installation giving a cruising speed of 20 knots. She is costing \$32,000,000.

THE Tokyo Metropolitan Government will spend Yen 150,000 mn to modernise Tokyo harbour as an international port of trade and tourism under a 10-years programme beginning this year. The programme is the third of the kind and the second revision of the original 10-years programme that went into effect in 1958. Under the newly revised programme, Shinagawa Pier is expected to be expanded to enable mooring of six cargo vessels of 15,000 tons by 1965, while the Harumi Pier will be able to accommodate five cargo ships of 10,000 tons and two passenger ships of 35,000 tons at one time.

### CARGO SHIP FOR ICELANDIC OWNERS

The H.F. Eimskipssjfelag Islands, Reykjavik, Iceland, have taken delivery of the partly refrigerated cargo ship "Bruarfoss", 3,460 dwt from the Aalborg Vaerft A/S, Denmark. The vessel has four holds of which two are refrigerated. The refrigerated holds are subdivided into six compartments with a total capacity of 100,000 cu ft and the cargo can be cooled to a temperature of 20 deg C. The main engine is a seven-cylinder type 750-VTBF-110 diesel of Burmeister & Wain make. This engine develops 3,980 ihp at 162 rpm giving a service speed of about 15 knots





## Oil Topics

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### Relative Costs

SEA TRANSPORT is still the cheapest of all, and tankers can normally move crude oil, on a ton-mile basis, at a cost lower than that of a pipeline. But the latter, of course, will normally gain by the shortness of its route. Some interesting figures on Tapline were given in a paper by authors from the operating company to the Second Arab Petroleum Congress last October. By cutting across the Arabian peninsula, Tapline eliminates a round trip of 7,000 miles by sea. This made a considerable difference when T2 tankers were the most numerous type in the world fleet, as was the case when the line began operation in 1950. Then the largest tanker was of 35,000 tons dwt. Today, the *Universe Apollo* of 105,000 dwt can transport the same quantity of oil as seven T2 tankers at about 40 per cent of the cost. Even a 46,000-dwt tanker can move oil at only 60 per cent of T2 costs. In the near future, when the Suez Canal has been deepened to take ships of 37ft draught, a 46,000-tons tanker will be able to pass through almost fully loaded. Tankers of this size on the Suez route will then provide the most economic sea movement from the Persian Gulf to Western Europe. The cost of moving oil from Ras Tanura to the Eastern Mediterranean in a T2 tanker, including a return on its investment and Canal tolls, has been estimated at 65 cents per barrel. But a 46,000-tons tanker can now return a profit at a charter rate yielding 38 cents a barrel, while in the buyer's freight market obtaining today, an owner might accept a distress rate as low as about 20 cents a barrel rather than the alternative of laying-up the vessel. Anyone selling oil, particularly in present conditions, must choose the cheapest way of transporting it. Most of a pipeline's costs are fixed, and unit costs of operation are lowest when spread over as many barrels as possible. If, despite all its efforts, Tapline is now unable to compete, then it will eventually be used only for marginal transportation needs.

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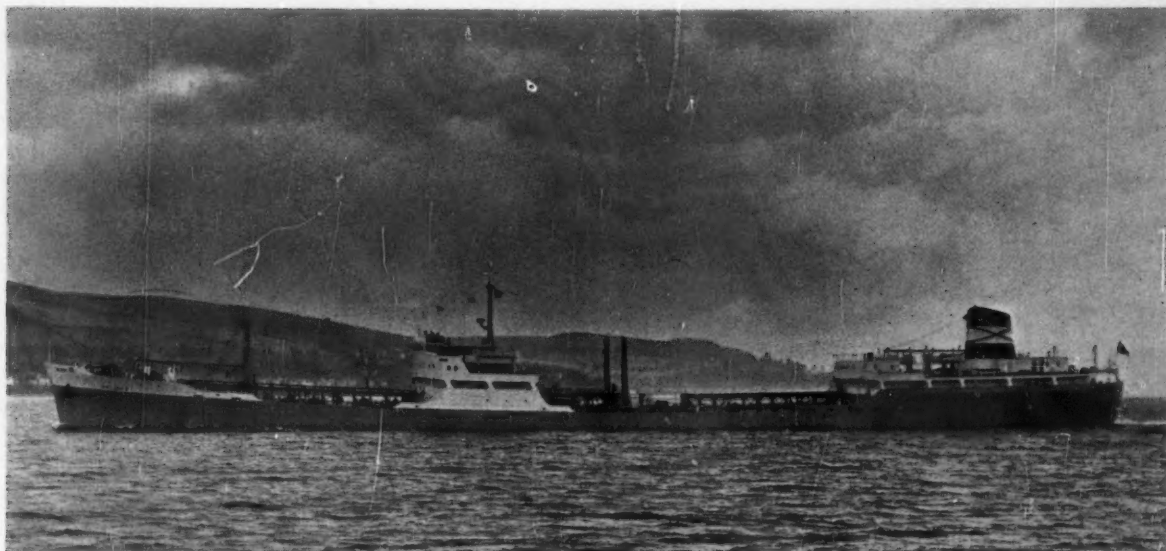
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## Oil Tanker "Orlando"

LARGEST SHIP YET BUILT BY LITHGOWS LTD

THE LARGEST ship built so far by Lithgows Ltd was delivered last month to her owners, the Bowring Steamship Co Ltd (managers C. T. Bowring & Co Ltd). This vessel, the *Orlando*, is an oil tanker of 20,150 dwt; she was launched on 10 August 1960, and is the first ship to be built by Lithgows for these owners. She is powered by diesel machinery and has a designed service speed of 15 knots. The ship is now on long-term charter to the BP Tanker Co Ltd.

The principal particulars of the *Orlando* are as follows:—

Length o.a. ....	580ft
Length b.p. ....	550ft
Breadth, moulded ....	74ft 9in
Depth, moulded to upper deck ....	39ft
Loaded summer draught ....	31ft 1½in
Deadweight ....	20,150 tons
Gross tonnage ....	14,150 tons
Net tonnage ....	7,880 tons
Machinery output ....	9,500 bhp
Designed service speed ....	15 knots
Tank capacity (98 per cent full) ....	978,344 cu ft
Oil fuel bunker capacity ....	1,600 tons

The *Orlando* has been built on the longitudinal system and has two longitudinal bulkheads dividing the vessel into three compartments. These compartments are divided transversely forming 27 tanks in all for the carriage of oil. Apart from the side shell seams which are riveted the vessel is mainly of all welded construction. All the centre tanks have cathodic protection against corrosion—also No 6 port and starboard wing tanks—suitable for a vessel employed in the white or clean oil trade, the approximate life of the system being four years.

### Cargo Handling

Nos 3 and 4 tanks are separated by a cofferdam and Nos 6 and 7 tanks by the main cargo pump room. The oil cargo is handled by four vertical duplex tandem compound pumps each capable of delivering 650 tons of water per hour and supplied by Clarke, Chapman & Co Ltd. There are also two stripping pumps each of 150 tons/hr

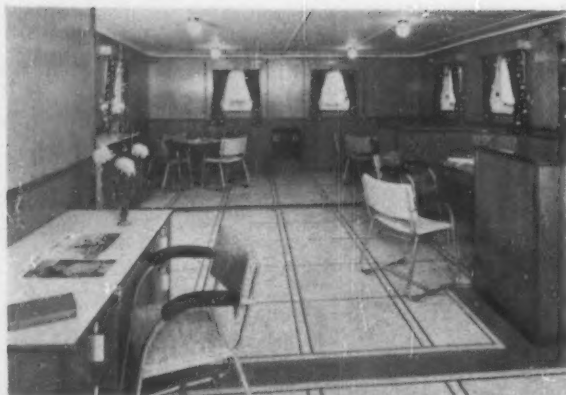
capacity, with a separate 5-in bore stripping line running fore and aft with branches into each tank. The cargo pumping has been arranged on the ring main system, with main lines of 14-in bore with 12-in crossovers, having 12-in suction in the wing tanks and 12-in suction (port side) and 8-in suction (starboard side) in the centre tanks. Each cargo tank is served by a 4-ft diameter oil-tight hatch with a Cowal patent swivel type hatch lid. Alagrid heating coils have been fitted in the cargo tanks.

Accommodation is arranged aft and amidships. The crew are all housed in the poop accommodation and are fed on the cafeteria system from a well-equipped galley. Also housed aft are the engineer officers and the main dining saloon. Deck officers and apprentices are housed amidships, where there is a library and the officers' smoke-room, and also the captain's and owner's suites.

Extensive use has been made of polished veneered timbers, which include East Indian satinwood, Australian



Deck view looking aft from the upper bridge



(1) Crews recreation room (2) Crew's mess (3) A typical crew cabin (4) The galley

maple, flame Betula, Burma teak, Avodire, Eucalyptus and figured Zebrano. Formica plastic veneers have been fitted to the walls of all pantries and messrooms, as well as the radio room. Elsewhere the accommodation has been painted in pastel colours. For the complete comfort of the crew all the accommodation has been air conditioned by a Hi-Pres system supplied by Colvinaire Ltd, and a good-size permanent swimming pool has been built on the after end of the upper deck. The vessel has been arranged to accommodate either a Chinese or European crew.

Navigational aids include Decca true motion radar, Decca Navigator, combined Sperry automatic steering and gyro compass with two repeaters in the wheelhouse, one each side of the navigation bridge and one aft, and an oscilloscope depth finder. The *Orlando* has been fitted with a Sperry "Sintef" loading indicator, and is the first British ship to have this equipment.

The machinery installation is by John G. Kincaid & Co Ltd, Greenock, and the main engine is the largest diesel engine yet built and installed by this company. This engine is a seven-cylinder single-acting two-stroke opposed-piston crosshead diesel of the latest Harland-B. & W. design, and is fitted with Napier turbo chargers. The cylinder bore is 750mm and the piston stroke 1,500mm + 500mm. At 180 rpm and with a mip of about 106 lb/sq in the output is 9,500 bhp in normal service. The engine is also capable of developing 10,300 bhp at about 111 rpm (maximum service) and 11,400 bhp at about 117 rpm (trial one hour).

Electricity for power and lighting is supplied by three

Bergen supercharged RTG.5 diesel engines each coupled to a Thirge marine type alternator with a shunt regulator at 440 volts, 3 phase 60 cycles and 250 kW output at 514 rpm, and one W. H. Allen two-crank compound steam engine coupled to a self-regulating alternator of the same make and having an output of 150 kW at 450 rpm. All the sets are arranged for parallel running. The Campbell & Isherwood switchboard is of the enclosed cubicle type and the electrical equipment generally is of W. H. Allen make.

Two cylindrical multi-tubular Scotch boilers, with an internal diameter of 17ft 6in and 12ft 6in long, designed for a working pressure of 180 lb/sq in supply the steam requirements of the ship. Each boiler is fitted with three Deighton furnaces, and oil burning with a hot forced draught system utilising Wallsend-Howden burners and fuel system has been arranged with twin burners in each furnace. A Spanner vertical economiser boiler takes the waste heat from the main engine exhaust gases and can operate in series with the oil-fired boilers. In service conditions this boiler has to function as an economiser and is capable of producing about 8,800 lb of steam per hour. In an emergency the Spanner boiler can operate independently of the cylindrical boilers.

Engineroom auxiliaries include Serck lubricating oil and fresh water coolers, De Laval lubricating and fuel oil purifiers, Drysdale main engine lubricating oil circulating pumps and a pair of Weir-type reciprocating boiler feed pumps. Air for starting is supplied by two Reavell two-stage air compressors. Most of the remaining engineroom pumps are Drysdale electric motor-driven units.

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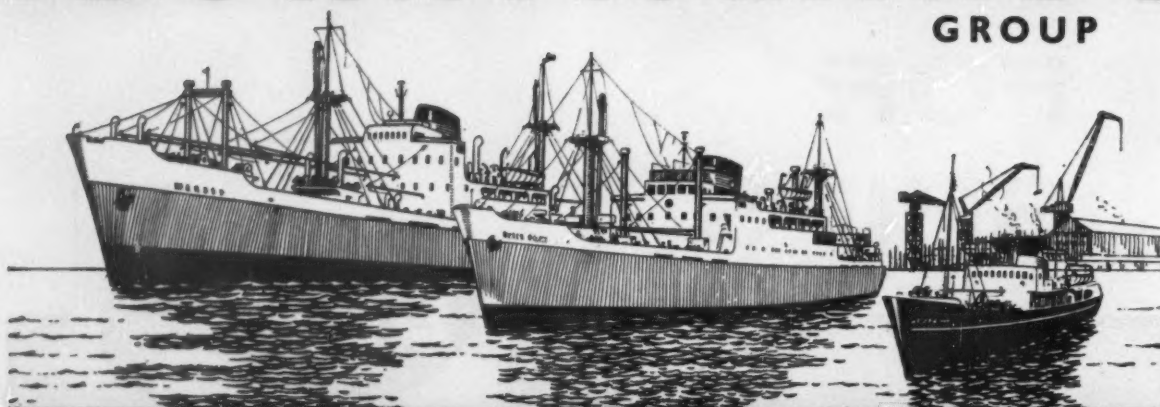
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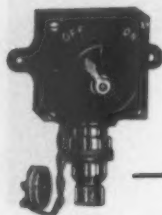
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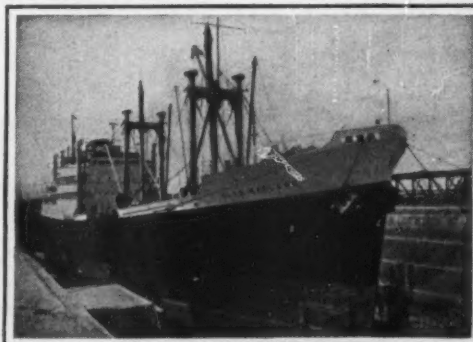
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## Launching of the "World Hope"

FIRST SHIP FROM NEW GREEK SHIPYARD

ON THURSDAY December 22, the first vessel to be constructed at the Hellenic Shipyard Company's new yard at Skaramanga, near Piraeus, Greece, was launched by Mme Constantine Caramanlis, wife of the Greek Prime Minister. The ship is the *World Hope*, an oil tanker of about 25,000 dwt, due for completion during the coming summer, and the first vessel of this size ever to be built in Greece. Photographs reproduced in THE SHIPPING WORLD of 5 October 1960 show the vessel on the building berth, and views of the shipyard. Two years ago all that could be seen on this site was the shattered ruins of the old naval shipyard. As a result of a covenant between the Greek State and Mr Stavros Niarchos, the well-known shipowner, the idea of establishing a major shipbuilding and repair yard arose, and today the yard is complete; although there are plans for further development, including the extension of the floating dock to take vessels of up to 70,000 dwt.

While the slipway was being built and preparations made for the launching of the *World Hope*, considerable repair work has been carried out, and it is possible that this will be the main activity of the yard until the completion of a second slipway. From the list of shipowners whose vessels have been to the Skaramanga shipyard for repair—and the list includes such names as Cunard, Mobil Tankers, Petrofina, Shell, Sinclair Oil Corporation, Watts, Watts & Co Ltd, and Wilh. Wilhelmsen, Oslo—prices must be keenly competitive.

The *World Hope* is being built for Heron Inc, a Niarchos group company, and will be powered by an eight-cylinder turbocharged N.D.S.M.-Stork type HOTLO

diesel engine of 750mm bore and 1,500mm stroke, and capable of developing 8,400 hp at 115 rpm—sufficient to give the vessel a speed of 15 knots. The overall length of the *World Hope* is 614ft 8in and her moulded breadth 76ft 6in. The summer draught is about 32ft 10in. She is being built to the highest class of the American Bureau of Shipping and, with the exception of a few riveted seams, is entirely of welded construction.

The total capacity of the cargo tanks is about 1,203,066 cu ft, and by means of five pumps—three turbine-driven main cargo pumps each having a capacity of 850 tons of water per hour and two stripping pumps each of 150 tons per hour capacity—the vessel will be able to discharge her cargo in less than ten hours. Steam for the main cargo pumps and deck machinery will be provided by two single-ended oil-fired Scotch boilers.

The accommodation, in keeping with other vessels of the Niarchos group, will be comfortable and spacious, single cabins being provided for all on board, and with air conditioning throughout. Electricity will be supplied by two diesel-driven generators, each of 240 kW output at 230 volts DC, one 120-kW diesel-driven generator and one 75-kW steam-driven generator.

Out of the total cost of the ship, 60,000,000 drachmas (£715,000) will be paid in wages to Greek workmen and for local purchases. This represents a substantial contribution to the Greek national economy in foreign exchange. Every effort has been made to use locally manufactured products, and it is of interest to note that paints made in Greece have been used for the first time on a vessel of such size.



## New Year Honours

### Awards to Maritime Industries

THE MAIN item of interest to the shipping and shipbuilding industries in the 1961 New Year Honours List is the award of a knighthood to Mr K. R. Pelly, chairman of Lloyd's Register of Shipping. Other recipients of knighthoods include Mr G. E. Beharrell, chairman, Dunlop Rubber Co Ltd, and Mr E. R. Lewis, chairman, The Decca Navigator Co Ltd and Decca Radar Ltd. Mr I. E. King, director of dockyards, Admiralty, receives the C.B.

Other awards of maritime interest include the following:

**C.B.E.:** Mr Gerald Burdon, engineer surveyor-in-chief, Marine Division, Ministry of Transport; Capt J. P. Dobson, D.S.C., R.D., commodore master, Canadian Pacific Steamships Ltd; Mr G. C. I. Gardiner, technical director, de Havilland Aircraft Co Ltd.

**O.B.E.:** Mr J. B. W. Armstrong, principal, Ministry of Transport; Capt A. E. Baber, master, *Uganda*, British India S.N. Co Ltd; Capt Donald Cowan, marine superintendent, David MacBrayne Ltd; Mr S. A. Finnis, chief docks manager, British Transport Docks, Southampton and Plymouth; Mr F. W. J. Gale, M.B.E., managing director, S. G. Brown Ltd; Mr Douglas Grey, commercial international manager, British European Airways Corporation; Mr W. R. Harvey, manager, Marine Department, Babcock & Wilcox Ltd; Mr F. E. Langer, marine engineer superintendent, Royal Fleet Auxiliary Service, Admiralty; Mr F. S. Megnin, chief executive officer, Ministry of Transport; Mr Wilfred Tomlinson, chief engineer, *Amazon*, Royal Mail Lines Ltd; Mr Robert Vert, secretary, North East Coast Engineering Employers' Association.

**M.B.E.:** Capt A. S. Bain, lately master, *Makrana*, T. & J. Brocklebank Ltd; Mr David Chapel, honorary secretary, Arbroath Lifeboat Station, Royal National Life-boat Institution; Mr James Crichton, lately ship manager (Steel), Alexander Stephen & Sons Ltd; Mr Vincent Evans, manager (administration), BP Refinery (Llandarcy) Ltd; Mr J. B. Hadfield, chief of Admiralty Machinery Design Department, Wallsend Slipway & Engineering Co Ltd; Mr H. E. Hall, designer, Armament Drawing Office, Vickers-Armstrongs (Engineers) Ltd, Barrow; Capt E. N. Jennings, D.F.C., operations manager, British United Airways Ltd; Mr E. C. Kidson, lately chief estimator, Silley Cox & Co Ltd; Mr Edward Nolan, commodore chief engineer, Britain Steamship Co Ltd; Capt E. L. Phillips, relieving master, Palm Line Ltd; Mr Edward Tee, senior surveyor of Lloyd's Register of Shipping in Poland; Capt G. A. Sherman, district superintendent, East Cowes, Corporation of Trinity House; Mr Harry Simpson, senior ship surveyor, Marine Survey Office, Liverpool, Ministry of Transport; Mr L. J. V. Reynolds, assistant repair manager, John I. Thornycroft & Co Ltd; Mr H. W. C. Wernham, district superintendent, Mercantile Marine Office, Southampton, Ministry of Transport; Capt Thomas Young, lately master, salvage vessel *Twylford*.

### BRITISH STANDARD FOR THERMOMETERS

WARM tropical seas can upset the workings of refrigerating equipment on board ship, sending up the temperature in the refrigerated cargo spaces. Thermometers connected to these spaces must, therefore, be extremely accurate if valuable food cargoes are to arrive in perfect condition after long voyages through the tropics. A new British Standard for distant indicating thermometers for ships' refrigerated cargo spaces (B.S. 3273:1960), prepared at the request of the Refrigerated Cargo Research Council, lays down requirements and tests to ensure that distant indicating thermometers are robust and that they accurately indicate temperatures from -20 deg F to +70 deg F. Further requirements are laid down for thermometers of the electrical resistance type and thermometers of the liquid expansion types. Appendices give information on the calibration of electrical types, and the installation and testing on board ship of the thermometers. Nothing in the standard supersedes the necessity, in appropriate cases, for complying with the requirements of the classification societies.

## A.E.I. IN 1960

### Equipment for Notable Ships

DURING 1960, Associated Electrical Industries Ltd supplied machinery and equipment for a number of notable ships. For the *Canberra*, AEI supplied the 85,000-shp twin-screw turbo-electric propulsion machinery; four 1,500-kW pass-out auxiliary turbo-alternator sets; and four turbo-compressor units for the air conditioning plant. For the gas turbine vessel *Rembrandt*, built by Smith's Dock Co Ltd for Bolton Shipping Co Ltd, AEI supplied the gas turbine and the 6,800/110 rpm locked-train double-reduction gearing.

Successful works tests have been carried out on the equipment for an interesting vessel launched during this year. This is the new Post Office cable ship *Alert*, whose machinery was ordered in July 1959. Installation is proceeding on the twin-screw diesel-electric machinery. Four 980-kW main diesel generator sets, driven by Mirreles engines, provide power for the two 2,200-shp propulsion motors, operating on the controlled current system. There are six 300-kW auxiliary generator sets. These are dual-purpose machines, capable of supplying a constant current circuit for the three cable machinery motors and bow propeller, or supplying the ship's 220-volts services.

### Centrifugal Air Compressors

The new Orient liner *Oriana* has an air-conditioning plant containing four AEI turbine-driven centrifugal compressors similar to those in the *Canberra*. Each is rated at 5.5 mn BTU/hr at 5,150 rpm. The compressors, which are two-stage machines, are driven by AEI single-stage turbines taking steam at 700 lb/sq in gauge, 950 deg F, and exhausting at 70 lb/sq in gauge. The machines were supplied to the order of J. & E. Hall Ltd.

In January last the P & O liner *Himalaya* and in April the Orient liner *Orsova* re-entered service, each having undergone a 2½-month conversion to full air-conditioning. For both vessels the two-stage turbine-driven centrifugal compressors were supplied by AEI Heavy Plant Division, Rugby. The two *Himalaya* machines are rated at 4.8 mn BTU/hr, and the two *Orsova* machines at 5.5 mn BTU/hr. Similar machines rated at 6 mn BTU/hr are at present being built at Rugby for the P & O liner *Iberia* which is being withdrawn from service in January 1961 for installation of air-conditioning plant.

### Turbo Alternators

During 1960 nine vessels fitted with AEI auxiliary alternator sets have been handed over to their owners. A further 12 such machines have been manufactured by the company for vessels which will be launched in 1961. Three tankers, *Shell Aramare*, *Shell Naiguata* and *Llan-gorse*, which went into service in 1960, are sister ships of the 33,000-dwt Shell tanker *Varicella*, the first tanker to be fitted with a brushless alternator. These three vessels all have two 425-kW turbo-alternator sets installed which also drive the main boiler feed pump from a separate pinion on the gearbox. The brushless alternator was put into service in March 1960 in the *Varicella*. Since commissioning, the machine has given completely satisfactory service.

Other vessels accepted into service during the year include *Mobil Acme*, *Mobil Apex*, and *Mantua*, each fitted with two 400-kW back-pressure turbo-alternators; *Bidford Priory*, which has two 600-kW combined condensing turbo-alternators installed; and *Soya Maria*, built in Sweden by Götaaverken and fitted with two 700-kW condensing machines.

New business for marine auxiliary electrical equipment  
(Continued on opposite page)



# Tests with Nickel-Steel Propeller

## USE OF CATHODIC PROTECTION

A DEMONSTRATION which took place in Oslo recently showed the success of a new system of cathodic protection intended to prevent rust in nickel-steel propellers. The system has been on trial since July in a small coastal vessel of 100 tons gross trading in Oslo Fjord, the motor vessel *Oksvald*. The nickel-steel propeller for the ship was supplied by Strommens Verksted, and the cathodic protection system by A/S Skarpenord, of Langesund.

For many years Strommens Verksted has supplied nickel-steel propellers to whalecatchers and other vessels trading in icebound waters. Although very strong and tough, this material has the serious drawback that it rusts; but a few years ago a young engineer at Strommens, Mr Tore Valbo, had the idea that cathodic protection should help. Through the Ship Research Institute of Norway he made contact with Skarpenord, and this firm and the propeller makers undertook a joint research programme which last July resulted in the first field test.

When the vessel was inspected after four months running, no corrosion could be observed on the propeller or hull. In its report the Norwegian Veritas writes as follows: "The surface of boss and blades were without any corrosion or erosion marks. The blade edges were quite bright, and elsewhere the boss and blades were covered by a thin, hard deposit, grey in colour with a faint touch of yellow and green."

The cathodic system consists of platinum-clad titanium anodes attached to the afterpart of the hull. The positive side of the direct current source was connected to the anode system whereas the negative side was connected to the propeller shaft through carbon brushes and

a slip ring. The system works on the impressed current principle.

During the four months, regular tests were conducted by frogmen to adjust the circuit, examine sea water temperature, conductance and the like. These tests will be continued during the whole of the winter, when the vessel will have to go through ice which generally covers the inner part of the fjord during the coldest period.

The *Oksvald* is not a large vessel and consequently this first trial has been conducted on a small scale only, but the conditions (in particular in view of the water which is much polluted by the many sewers from the town) are among the worst possible, and when the propeller despite these had such a good appearance, the trial must be considered very successful.

Following the tests, one shipping company has already ordered three low alloy nickel-steel propellers from Strommens Verksted. These will be used for main propulsion, and not as hitherto as reserve propellers. As mentioned above, nickel-steel has advantages with regard to strength and toughness over other materials, while it is cheaper than a stainless steel propeller or a bronze one.



Stern and propeller of the "Oksvald" after four months service. The anode is on the right

(Continued from opposite page)

includes AC motors for steering-gear duty and some of the pump and fan motors required for two 50,000-dwt vessels under construction for BP Tankers. These contracts are being awarded to Alexander Stephen & Sons Ltd, and John Brown & Co (Clydebank) Ltd. Similar equipment will be required over the next two or three years for nine additional tankers for which the builders are not yet specified.

### Main Steam Turbines

AEI supplied the main turbines for the Shell tanker *San Conrado*, which is now in commission. Similar equipment is being despatched for a sister ship, *San Calisto*, which has already been launched and is now fitting out. The shipbuilder is the Furness Shipbuilding Co Ltd.

AEI electrical equipment comprising two 300-kW DC generators for power and lighting services and an auxiliary 65-kW harbour generator have been installed aboard

the ore and cereal carrier *Nieuwe Tonge*, which was recently delivered to her Dutch owners (the Nederlandse Vracht-en Tankvaart Maatschappij NV) by NV Scheepswerf "De Hoop". This vessel is understood to be the largest bulk carrier so far constructed in the Netherlands.

ACCORDING to a report in *Pravda*, Russian hydrographers have been able to make over 50 new charts of the eastern part of Antarctica, covering about one-third of the coastline, about 3,720 miles, using observations made by the Soviet Arctic Expedition. The charts show some 250 islands, bays, channels, mountain ranges and glaciers discovered and plotted by Russian explorers in recent years.

THE 5,000-tons *Pavlin Vinogradov*, regarded as the flagship of the Soviet timber fleet, recently completed at the Baltiysky shipyards at Leningrad, is the first of a series of large timber carriers which will be added to the fleet in the next few years. Novel in Russian timber ship design, she has machinery and superstructure aft.

## NEW CONTRACTS

Shipowners	No. of Ships	Type	Tons d.w. (gross)	Dimensions (ft.) L.b.p.(o.a.) x B. x D.(dft.)	Delivery	Speed (knots)	Propelling Machinery	Total h.p.	Engine Builders	Shipbuilders
<b>Yards in Great Britain and Northern Ireland</b>										
Clan Line	2	Cargo	10,000 (8,500)	460 x 62.25 x 37.5 (26.58)	—	15	Sulzer diesel	7,100	Wallsend Slipway	Swan Hunter, Wallsend
<b>Overseas Yards</b>										
Norwegian owners	2	Bulk carriers	30,000	—	—	—	Diesel	—	Shipbuilders	Gotaverken
Rederi A/B Transoil	1	Bulk carrier	24,500	—	1962	—	Diesel	—	Shipbuilders	Gotaverken
Rederi A/B Tankoil	1	Bulk carrier	16,100	—	1963	—	Diesel	—	Shipbuilders	Gotaverken
Swedish East Asia Co	2	Cargo	10,600	—	1963	17.5	G.V. diesel	11,800	Shipbuilders	Nederlandsche Dok
Zim Israel Nav. Co	1	Bulk carrier	22,350	—	—	—	Diesel	9,000	—	Deutsche Werft
Soc. Nazionale Metandotti S.A.	1	Liquid petrol-gas carrier	1,450	—	—	—	Diesel	1,920	—	Ansaldo S.A., Leghorn
Idemitsu Kosan K.K.	1	Tanker	130,000	900	1962/63	16	Geared turbine	28,000	—	Sasebo Ship Industry Co
Idemitsu Kosan K.K.	1	Tanker	130,000	900	1962/63	16	Geared turbine	28,000	Shipbuilders	Ishikawajima-Harima H.I.
Nippon Yusen Kaisha	2	Tankers	46,000	—	1961/62	—	Diesel	18,000	Shipbuilders	Mitsubishi S.B. & E. Co., Nagasaki
Standard Oil Co	*1	Tanker	84,000	—	1963	—	Geared turbine	—	—	Kockums M.V.
L. Smit & Co's Internationale Sleepdienst	1	Salvage tug	—	—	—	—	Diesel	7,000	—	J. & K. Smit

\* Increase in size from 77,000 dwt

## LAUNCHES

Date	Shipowners	Ship's Name and/or Yard No.	Type	Tons d.w. (gross)	Dimensions (ft.) L.b.p.(o.a.) x B. x D.(dft.)	Speed (knots)	Propelling Machinery	Total h.p.	Engine Builders	Shipbuilders
<b>Yards in Great Britain and Northern Ireland</b>										
Dec. 2	South African Railways Admin.	J. R. More	Tug	—	—	—	Triple-expansion steam Diesel	3,000	—	Ferguson Bros
Dec. 8	Norwest Sand & Ballast Co	Norstar (433)	Suction dredger	(586)	—	—	Diesel	—	—	C. Hill & Sons
Dec. 19	Hawkestone Fishing Co, Aberdeen	Hawkflight	Trawler	(163)	(109) x 21.5 x 11	—	Diesel	475	National	John Lewis & Sons
Dec. 21	Denizcilik Bankasi T.A.O.	Kanlica (803)	Ferry	(1,000)	210 x 36 x 12.75	15	Tw.-scr. steam	1,600	Shipbuilders/Christiansen & Meyer	Fairfield S.B. Co
Dec. 21	Denizcilik Bankasi T.A.O.	Kuzguncuk (802)	Ferry	(1,000)	210 x 36 x 12.75	15	Tw.-scr. steam	1,600	Shipbuilders/Christiansen & Meyer	Fairfield S.B. Co
Dec. 22	Crampin Steam Fishing Co	Trueman (969)	Trawler	(420)	137.2(152.33) x 28 x 14.5	—	6-cyl Werspoor diesel	1,050	C. D. Holmes	Cook Welton & Gemmell
<b>Overseas Yards</b>										
Dec. 3	Eagle Transport Inc.	Montego (909)	Bulk carrier	20,000 (14,200)	538 x 74.2 x 43(30.33)	16	Sulzer diesel	10,700	Shipbuilders	Mitsubishi H.I. Reorg
Dec. 5	Shipbuilders	Choshusan Maru	Cargo	(1,450)	—	—	B & W diesel	—	Shipbuilders	Mitsui S.B. & E. Co.
Dec. 6	Govt. of Indonesia	M. H. Thamrin (3902)	Cargo	10,000 (7,100)	—	—	M.A.N. diesel	—	Kawasaki Dockyard Borsig	Hitachi S.B. & E. Co., Innohima
Dec. 10	Bugsier Reederei	Neuharlingersiel (947)	Cargo	12,400	—	18.5	Fiat diesel	10,000	—	Howaldtswerke

## TRIAL TRIPS

Date	Shipowners	Ship's Name and/or Yard No.	Type	Tons d.w. (gross)	Dimensions (ft.) L.b.p.(o.a.) x B. x D.(dft.)	Speed (knots)	Propelling Machinery	Total h.p.	Engine Builders	Shipbuilders
<b>Yards in Great Britain and Northern Ireland</b>										
Dec. —	Charter Shipping Co, Bermuda (Federal S.N. Co)	Kent	Tanker	49,000 (31,791)	(760) x 97.2 x 52(39.5)	16	Geared turbine	18,000	Shipbuilders	John Brown & Co
Dec. —	Clan Line Steamers	Clan Macilwraith (496)	Cargo	10,000 (7,350)	455 x 61.5 38.58(26.33)	14	5-cyl Doxford diesel	5,000	Wallsend Slipway	Greenock Dockyard
Dec. 21	Blue Star Line	Canterbury Star (385)	Refrig. cargo	8,420 (7,400)	425 x 63 x 38(28.75)	17	8-cyl Sulzer diesel	9,750	G. Clark	Bartram & Sons
Dec. 27	Camperdown Trawling Co, Aberdeen	Copenhagen	Trawler	(48)	(74) x 19.5 x 10.5	—	Diesel	264	Lister Blackstone	John Lewis & Sons
<b>Overseas Yards</b>										
Oct. 28	Esso Standard Oil Co	Esso Alsace (Y18)	Tanker	39,250 (25,300)	661.33(697.5) x 94.5 x 47.95(36)	17.1	C.E.M./Parsons geared turbine	17,250	Shipbuilders	Ch. de l'Atlantique
Nov. —	Congo Ships El Yam	Topaz (774)	Tanker	24,240 (16,100)	570(615) x 74 x 48.25 (34.58)	15.25	8-cyl diesel	9,100	M.A.N.	Deutsche Werft
Nov. 1	National Development Corp	Philippine President Magsoyay (766)	Cargo	11,500 (9,500)	475.67 x 63.67 x 41(30.95)	20.41 (T)	9-cyl Sulzer diesel	12,000	Shipbuilders	Uruga Dock
Nov. 4	Blackships Inc. (Gulf Oil Co)	Gulfoil (4573)	Tanker	29,000 (18,600)	615 x 84 x 44	17	Geared turbine	15,000	Shipbuilders	Bethlehem-Sparrows Point
Nov. 9	Fukoku Kaiun Kaisha	Fuji Maru (261)	Cargo	8,350 (5,400)	(409.5) x 57.58 x (24.33)	16.25 (T)	6-cyl M.A.N. diesel	4,500	Mitsubishi, Yokohama	Hakodate Dock
Nov. 15	Sanko Kisen K.K.	Yoko Maru (175)	Ore carrier	18,500 (12,800)	(527.33) x 74 x (29.5)	13.4	6-cyl M.A.N. diesel	6,500	Kawasaki Dockyard	Sanoyasu
Nov. 17	San Juan Carriers	San Juan Exporter (765)	Bulk carrier	18,200 (11,400)	498.33(532.95) x 68.95 x 44.67(31.33)	15	7-cyl B & W diesel	8,750	Mitsui S.B. & E. Co	Nippon Steel & Tube Co, Tsurumi
Nov. 18	Rederi A B Rex	Vendelo (5829)	Ore/oil carrier	38,325 (25,789)	(698.2) x 94.9 x (35.5)	16.7 (T)	9-cyl M.A.N. diesel	15,500	Shipbuilders	Hitachi S.B. & E. Co., Innohima
Nov. 19	Mohd Amin Mohd Bashir, Pakistan	Shams (3864)	Pass. cargo	5,690 (8,700)	(460) x 66.67 x (21.95)	17	Two 9-cyl B & W diesels	10,400	Shipbuilders	Hitachi S.B. & E. Co., Innohima
Nov. 21	Philippine Govt.	Zamboanga (1004)	Cargo	11,380 (9,150)	398.75(459.2) x 63.95 x 40(28.67)	17.2	M.A.N. diesel	11,500	Shipbuilders	Kawasaki Dockyard
Nov. 21	Hokusei Kaiun Kaisha	Hokusei Maru No. 2 (168)	Collier	6,530 (4,650)	(383.95) x 52.33 x (22.33)	12.5	7-cyl B & W diesel	3,000	Mitsui S.B. & E. Co	Osaka S.B. Co
Nov. 22	Humble Oil & Refining Co (Esso Shipping Co)	Esso Boston (541)	Tanker	46,000 (28,000)	705(740) x 102 x 50 (37.75)	17.5	Geared turbine	19,000	Shipbuilders	Newport News
Nov. 25	H. F. Eimskipafelag Islands	Bruarfoss (127)	Refrig. cargo	4,060 (3,000)	(335.5) x 50.33 x 29.5(22.33)	15	7-cyl diesel	3,980	Burmeister & Wain	Aalborg Vaerft
Nov. 28	Santa Cecilia Co S.A., Panama	Santa Constance (762)	Cargo	12,500 (8,550)	446 x 62.25 x 37.58(28.25)	16.5	6-cyl Sulzer diesel	5,400	Shipbuilders	Uruga Dock

## MARITIME NEWS IN BRIEF

**C**OMMODORE N. W. SMITH, commodore of the Orient Line, retired at the end of 1960 and is to be succeeded by Captain A. E. Coles. He received his initial sea training in the Pacific S.N. Company, and joined the Orient Line in 1927. In the Second World War he served in the *Orion*. Commodore Smith supervised shiprepairs from war damage, and in 1945 went to Hamburg on behalf of the British Government to inspect the German liner *Pretoria*. This ship was taken as a war prize, converted to become the *Empire Orwell* and was subsequently Commodore Smith's first command. In 1955 he commanded *Orcades* on her first voyage from England to Australia via Panama and North America, and has commanded all the Orient Line postwar vessels.

CAPTAIN J. D. ELVISH and Mr C. Howard have retired from the board of the British & Commonwealth Shipping Co Ltd. Captain Elvish also retires from the boards of Clan Line Steamers Ltd and the Union-Castle Mail Steamship Co Ltd, and Mr Howard from the Union-Castle board. Mr Rupert Munton, a director of the British & Commonwealth and Union-Castle, has joined the Clan Line board, and Mr A. E. Lemon, a Clan Line director, and Captain G. H. Mayhew have been appointed to the Union-Castle board.

MR C. R. WHEELER, chairman of Guest Keen Iron & Steel Co Ltd, additional vice-chairman of Associated Electrical Industries Ltd and a director of the Steel Company of Wales Ltd, has succeeded Mr R. F. Summers, chairman of John Summers & Sons Ltd, as president of the British Iron & Steel Federation.

THE death has occurred of Captain W. M. Hutchison, who retired as chief marine superintendent of the BP Tanker Co Ltd in February 1958.

MR N. G. HANSON, assistant general manager of Swan, Hunter & Wigham Richardson Ltd, Dry Dock Department, has been appointed general manager. Mr R. R. Hunter will remain as director in charge of the department.

**V**ISCOUNT WEIR, chairman of G. & J. Weir Holdings Ltd, is giving up his directorship of the principal subsidiary company, G. & J. Weir Ltd, in order to devote more time to the overall administration of the group. Mr J. Russell Lang is to become chairman of G. & J. Weir Ltd, and is succeeded as managing director by Mr J. W. Atwell. The Hon W. K. J. Weir is joining the board of G. & J. Weir Ltd as an additional



At the launch of the "World Hope" on 22 December. Reading from left to right: Mme Caramanis, wife of the Greek prime minister, Mr Stavros Niarchos and Mme Niarchos. An article on the launch appears on page 9

### PORT LINE APPOINTMENTS

MR H. E. T. ROSS has been appointed general manager of the Port Line. He has been manager of the company since 1951 and joined the board in 1954. This is one of a number of changes in the management of the company already reported in *THE SHIPPING WORLD*. Following the resignation of Mr William Donald as chairman, Mr R. H. Senior has been elected as his successor. Mr Senior has been deputy chairman since 1948 and a managing director since 1947. Mr Donald has been invited to become president of the company. Mr S. C. Gibbs, who has been assistant manager since 1956, has been appointed London manager.



director. Viscount Weir is also resigning from the boards of Weir-Catton Ltd and Weir Foundries Ltd.

MR THOMAS CRAIG, manager for Scotland for Canadian Pacific, Glasgow, has retired. He is succeeded by Mr Charles Gow who has been assistant manager for the past year and he, in turn, is succeeded by Mr William Thornton of the company's Glasgow office.

MR W. LATTIA has been appointed director and general manager of Rhodes, Brydon & Youatt Ltd, following the acquisition of that company by Crane Ltd, of London and Ipswich.

MR T. S. NICOL, who has spent 21 years as secretary of the North-East Coast Institution of Engineers & Shipbuilders, has retired. Mr Nicol joined the Institution 48 years ago and was appointed secretary in 1939.

MR A. L. KING has been appointed general manager (operations), and Mr S. D. Colwell, assistant general manager (operations), for Shell-Mex & BP Ltd, Mr A. C. Durie is now general manager (industrial sales) and Mr E. Rendall, assistant general manager (industrial sales).

MR C. BATES, company secretary of Clelands (Successors) Ltd, has been made a director.

MR J. M. COOPER, who has been assistant managing director of the Kuwait Oil Company since 1949, and who was appointed a director this year, has retired.

THE death has occurred of Mr C. W. Clavell Bate, formerly managing director of the Euxine Shipping Co Ltd.

**T**WO French shipyards, the Société des Forges et Chantiers de la Gironde and the Société des Ateliers et Chantiers de France, have now merged under the name of Ateliers et Chantiers de Dunkerque et Bordeaux (France-Gironde). The registered office of the new company is at 16 Boulevard Malesherbes, Paris. The work previously carried on at Dunkirk and Bordeaux will proceed at these ports, but under the new company's title.

MR N. ACASTER and Mr H. Thomson have been appointed directors of the Goole Shipbuilding & Repairing Co Ltd. Mr Acaster is in charge of new construction at the Goole yard while Mr Thomson has been naval architect for nine years.

MR W. KNOWLES, manager, Houlder Brothers & Co Ltd, Hull office, has retired after 53 years with the company. Mr A. F. Truett, outward freight department manager, has also retired, after 52 years' service.

MR CHARLES HOLM is to succeed Sir Geoffrey Shakespeare as chairman of the British & Northern Shipping Agency Ltd.

MR MORGAN GRENVILLE has resigned from the board of Westland Aircraft Ltd on his retirement.

REAR-ADMIRAL E. B. C. DICKEN has been appointed chairman of the Shipwrecked Fishermen & Mariners' Royal Benevolent Society.





LAUNCH OF THE "IKEJA PALM"

The cargo liner "Ikeja Palm", 8,800 dwt, was launched last week for the Palm Line Ltd, at the Neptune Works, Newcastle upon Tyne, of Swan, Hunter & Wigham Richardson Ltd. The sponsor was Lady Ojukwu, wife of Sir Odumegwu Ojukwu, chairman of the Nigerian Produce Marketing Co Ltd, Lagos. The "Ikeja Palm" is of open shelterdeck type and is similar to the "Lobito Palm", completed earlier last year by the same shipbuilders.

The company formerly known as Hawker Siddeley (Hamble) Ltd is now trading as Petters Ltd and will function as the Hamble Division of the company at Staines. Petters Ltd, of Staines, will continue to manufacture and sell diesel engines of 1½ to 108 bhp and the Hamble works to manufacture and sell diesel generators, marine auxiliary sets and other products.

THE DEPARTMENT OF SCIENTIFIC & INDUSTRIAL RESEARCH has set up a working party to consider national needs in the field of scientific film. It is specially interested in film as a research tool and in communicating research results. To assist the working party the Department, in cooperation with the other Research Councils, the Atomic Energy Authority and some Government Departments, is circulating a questionnaire to industry, universities and research organisations. In this way it is hoped to reach all those engaged in the serious use of film in this field who hold stocks of interesting research film or who have developed unusual techniques and applications.

THE BERGEN STEAMSHIP CO LTD has this year carried over 80,000 passengers in its service between Newcastle and Bergen, which is a record.

JOSEPH LUCAS (BATTERIES) LTD produced a record 2,000,000 batteries in the last financial year at their works in Birmingham. This figure was the largest in Europe and probably represented the highest battery production figure from a single factory anywhere in the world.

AMERICAN EXPORT LINES' passenger vessel *Atlantic* will be equipped with stabilisers and also with a Kosher kitchen when the liner is drydocked for annual inspection and overhaul on January 22. The work will be done at the Sun Shipbuilding & Dry Dock Company, Chester, Pa. Improvements will be completed in time for the ship to resume regular monthly sailings on February 15.

THE 19,000-dwt tanker *A. K. Fernström* is the first vessel to be berthed at the Shell terminal in Europoort. Though Europoort is specially designed for very large ships a smaller vessel has been berthed in order to have the opportunity of studying the problems created by ship arrivals and for testing the equipment and installations.

THE NAME of Weir Valves Ltd has been changed to Weir-Pacific Valves Ltd. This is the result of a manufacturing arrangement with Pacific Valves Inc., of Los Angeles, California, whereby the Scottish company will manufacture and market the American company's range of valves for the oil and chemical industries.

THE liner *Homer*, owned by the Home Lines and now sailing under the Panamanian flag, will be placed under the

Greek flag and will run on the Greece-North America service early in 1962.

VEB "MATHIAS-THESEN" WERFT, WISMAR, in Eastern Germany, has completed the Russian vessel *Vladivostok*, the fifth ship of the *Mikhail Kalinin* class to be completed during 1960. Twenty ships of this type are at present on order for the U.S.S.R. and of these, two, the *Archangelsk* and the *Leningrad*, are now under construction. The first eight of them are, or will be, registered at Leningrad, and the remainder, which are being specially air-conditioned for service in the Tropics, will be registered at Odessa.

THE Italian liner *Cristoforo Colombo* again carried the largest number of trans-Atlantic passengers on the Mediterranean-North Atlantic route in 1960. In six years of service she has carried 225,637 passengers of which about 190,000 are trans-Atlantic passengers. In some years figures are higher than those of passengers carried by the prewar liners *Rex* and *Conte di Savoia*. These 190,000 trans-Atlantic passengers have been carried in 93 sailings, which means that about 90 per cent of the passenger carrying capacity of the vessel has been utilised.

THE OPERATIONS carried out by the Channel Air Bridge Division of Air Charter Ltd have been transferred to a new company known as Channel Air Bridge Ltd. This new company, like Air Charter Ltd, is a wholly owned subsidiary of British United Airways Ltd.

BRITISH WATERWAYS has announced that it is to increase its tolls and charges as soon as possible to obtain an overall additional revenue of 10 per cent. Since the last general increase in August 1957, costs, particularly wages, have risen considerably, and British Waterways is now faced with new substantial wage and salary awards.

OVERSEAS visitors to Britain in September numbered more than 168,000, according to the British Travel & Holidays Association, bringing the number of arrivals in the first nine months of the year to about 1,396,500—more than the total for the whole of 1959 which was a record-breaking year.

A SPECIAL consignment of the latest Ekco marine type convector heaters is being shipped to Norway for installation in the Royal yacht *Norge*.

## FIFTY YEARS AGO

From THE SHIPPING WORLD of 4 January 1911

The construction of the Panama Canal is progressing with unexpected speed, and in a thoroughly satisfactory way; and it is to be opened in 1915. It is a costly business. The charges upon shipping must necessarily be somewhat heavy; and the Senate has already given a second reading and referred to the Committee on Commerce a Bill which provides for the payment of all charges upon American vessels using the Canal to be paid by the United States Treasury. The Panama Canal, speaking in a national sense, is the exclusive property of the United States. It would not make us unhappy if the waterway across the Isthmus of Suez became the exclusive property of the United Kingdom in the sense that the Panama Canal is the property of the United States.

The following are the largest British-built merchant ships launched during 1910: *Olympic* (White Star Line), 45,500 tons gross, Harland & Wolff, Ltd., Belfast; *Franconia* (Cunard Line), 19,150 tons gross, Swan, Hunter & Wigham Richardson, Ltd., Wallsend; *Edinburgh Castle* (Union-Castle Line), 13,326 tons gross, Harland & Wolff, Ltd., Belfast; *Maloja* (P. & O. Line), 13,000 tons gross, Harland & Wolff, Ltd., Belfast; *Themistocles* (Aberdeen Line), 11,500 tons gross, Harland & Wolff, Ltd., Belfast; *Rotorua* (New Zealand Shipping Co., Ltd.), 11,130 tons gross, Wm. Denny & Bros., Dumbarton; *Aeneas* (Alfred Holt & Co.), 10,049 tons gross, Workman, Clark & Co., Ltd., Belfast; and *Ascanius* (Alfred Holt & Co.), 10,049 tons gross, Workman, Clark & Co., Ltd., Belfast.

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# PORT DISBURSEMENT ACCOUNTS

## DETAILS OF EXPENDITURE IN VARIOUS PORTS

With the assistance of correspondents of PORTS OF THE WORLD (published annually), THE SHIPPING WORLD is able to publish a series of recent disbursement accounts from various ports of the world, a selection of which follows:

### BORDEAUX, France

Size of vessel: 1,279 nrt, 2,551 grt  
From: West African ports Sailed for: Le Havre  
Discharged: 1,799 tons general produce  
Time in port: 3 days  
Date: April 1960

	Nfr
Pilotage—sea-Ambes .. .. .	928.59
Ambes-sea .. .. .	780.89
Towage, in and out .. .. .	1,252.47
Boatmen .. .. .	116.00
Fireman .. .. .	30.00
Tonnage dues .. .. .	1,779.25
Customs House overtime .. .. .	20.40
Stevedoring .. .. .	6,441.36
Tallymen .. .. .	808.47
Postage, petties, Federation Maritime dues, etc ..	108.45
Brokerage inwards .. .. .	197.89
Government tax .. .. .	5.60
	<hr/> Nfr 12,469.37

Size of vessel: 2,544 nrt  
From: Dunkirk Sailed for: West African ports  
Loaded: 160 tons of general cargo  
Time in port: 2 days  
Date: May 1960

	Nfr
Pilotage, sea-Ambes and v.v. .. .. .	1,960.90
Towage, in and out .. .. .	2,229.52
Boatmen .. .. .	108.00
Quay dues (on nrt and cargo) .. .. .	108.88
Tonnage dues (on nrt) .. .. .	279.84
Customs House overtime .. .. .	20.40
Stevedoring .. .. .	1,053.99
Tallymen .. .. .	280.83
Federation Maritime dues .. .. .	11.45
Postage, telegrams, petties .. .. .	318.11
Commissions—transit firms .. .. .	745.14
agents .. .. .	1,277.87
Brokerage—inwards (plus tax) .. .. .	89.21
outwards (plus tax); min. rate .. .. .	41.13
	<hr/> Nfr 8,525.27

Size of vessel: 3,550 nrt  
From: Pepel Sailed for: Casablanca in ballast  
Discharged: 9,907 metric tons of concentrates  
Time in port: 4 days  
Date: May 1960

	Nfr
Pilotage, sea-Ambes and v.v. (incl. special pilot) ..	3,166.52
Towage, in and out .. .. .	2,649.18
Boatmen .. .. .	95.00
Quay dues—on nrt .. .. .	1,491.00
on cargo .. .. .	5,746.06
Tonnage dues .. .. .	1,775.00
Customs House overtime .. .. .	20.40
Miscellaneous expenses (telegrams, postage, taxi, Federation Maritime dues, etc) .. .. .	249.11
Brokerage inwards (incl. tax) .. .. .	650.41
Agency fees .. .. .	735.00
	<hr/> Nfr 16,577.68

From: A. de la Giroday, 1 Cours du Chapeau Rouge, Bordeaux, France. Cables: Giroday-Bordeaux. Telex: 56029.

### HALDEN, Norway

Size of vessel: 2,985 dwt  
From: Kota Sailed for: Finland  
Discharged: 890 fathoms of pulpwood  
Time in port: 5 days  
Date: August 1960

	Nor kr
Pilotage, in and out .. .. .	970.72
Swedish pilot .. .. .	196.29
Mooring .. .. .	50.00
Harbour dues .. .. .	828.44
Customs dues .. .. .	2,040.00
Customs clearance .. .. .	43.00
Clearance .. .. .	650.00
	<hr/> kr 4,778.45

From: Helsingborg Sailed for: Limhamn  
Discharged: 630 tons of burnt pyrites

	Nor kr
Pilotage, in and out .. .. .	471.60
Harbour dues .. .. .	145.40
Customs dues .. .. .	75.60
Clearance .. .. .	280.00
	<hr/> kr 972.60

From: Delfzijl Sailed for: Ventspils  
Loaded: 477,400 kgs of woodpulp  
Time in port: 1 day

	Nor kr
Pilotage, in and out .. .. .	468.96
Mooring .. .. .	35.00
Harbour dues .. .. .	169.24
Customs dues .. .. .	143.00
Stevedoring .. .. .	1,891.80
Cranage .. .. .	534.39
Telegrams, postage, petties, etc .. .. .	25.50
Clearance .. .. .	215.00
	<hr/> kr 3,482.89

Size of vessel: 600 dwt  
From: Par Sailed for: Heroya  
Discharged: 583 tons of china clay  
Time in port: 2 days

	Nor kr
Pilotage, inwards .. .. .	258.38
Harbour dues .. .. .	150.04
Customs dues .. .. .	246.00
Consulate dues .. .. .	16.80
Postage, etc .. .. .	34.00
Clearance .. .. .	245.00
	<hr/> kr 950.22

From: Tayport Sailed for: Cowes  
Loaded: About 157 stds of sawn wood  
Time in port: 6 days

	Nor kr
Pilotage, in and out .. .. .	430.24
Harbour dues .. .. .	232.70
Customs dues .. .. .	220.00
Stevedoring .. .. .	4,152.47
Cranage .. .. .	1,675.76
Clearance .. .. .	215.00
	<hr/> kr 6,926.17

From: Alf Rod, Halden, Norway. Cables: Alf. Telex: 1500.

(Continued on next page)

## PORT DISBURSEMENT ACCOUNTS

(Continued from previous page)

## POLISH PORTS

A uniform tariff is in operation at all Polish sea ports with the exception of higher pilotage and towage dues at Szczecin. The following accounts refer to vessels calling at Polish ports in the first quarter of this year.

Size of vessel: 599 nrt, 1,337 grt	
From: Horsens Sailed for: Kotka	
Loaded: 1,020 tons of general cargo	
	US \$
Pilotage .. .. .	14.98
Towage .. .. .	19.00
Mooring and unmooring .. .. .	6.60
Harbour dues .. .. .	143.76
Stevedoring .. .. .	902.00
Tallying .. .. .	171.96
Postage and petties .. .. .	16.63
Agency fee and commission .. .. .	214.20
	<hr/> \$1,489.13

Size of vessel: 4,609 nrt, 7,643 grt	
From: U.S.A. Sailed for: Stockholm	
Discharged: 4,615 tons of general cargo and mails	
	US \$
Pilotage .. .. .	149.79
Towage .. .. .	882.00
Mooring and unmooring .. .. .	132.60
Harbour dues .. .. .	553.08
Stevedoring .. .. .	1,946.67
Tallying .. .. .	314.52
Postage and petties .. .. .	47.93
Agency fee .. .. .	385.00
Commission inwards .. .. .	519.34
	<hr/> \$4,930.93

From: Polish Shipping News.

## LAS PALMAS, Canary Islands

Pro-forma account for vessel of 20,000 grt and 11,397 nrt

	ptas	£	s	d
Pilotage (night rate: £23 15s 6d) ..	1,904.00	11	18	0
Towage (1 tug) (night rate: £35 12s 6d) ..	3,800.00	23	15	0
Mooring and unmooring (labourers) ..	45.00		5	8
Harbour Board—Mole dues .. ..	690.00	4	6	3
Hire of fenders .. ..	34.00		4	3
Dues Tariff 11 .. ..	3,791.25	23	13	11
Customs fees .. ..	50.00		6	3
Official stamps, etc .. ..	18.00		2	4
Board of Health .. ..		4	12	0
Launch and boat hire .. ..		1	0	0
Hospital fee .. ..		1	1	0
Telephone .. ..	110.00		13	9
Ships Agents Federation fund .. ..	10.00		1	3
Clearance and despatch .. ..		1	15	0
Watchmen (two) .. ..		1	5	0
Disbursing commission (2½%) .. ..		1	17	6
		<hr/> £76	17	2

Pro-forma account for vessel of 5,000 grt and 2,995 nrt

	ptas	£	s	d
Pilotage (night rate: £10 14s 7d) ..	860.40	5	7	7
Towage (night rate: £20 12s 6d) ..	2,200.00	13	15	0
Mooring and unmooring .. ..	45.00		5	8
Harbour Board—Mole dues .. ..	250.00	1	11	3
Hire of fenders .. ..	34.00		4	3
Dues Tariff 11 .. ..	1,115.85	6	19	6
Board of Health .. ..		2	16	0
Miscellaneous expenses similar to above (stamps, Customs fees, launch hire, hospital fee, ships agents' fund, clear- ance, watchmen, telephone) .. ..		6	4	7
Disbursing commission .. ..		18	7	
		<hr/> £38	2	5

From: Blandy Brothers Shipping & Agency, S.A., c/o Blandy Brothers & Co Ltd, 3 London Wall Buildings, London, E.C.2.  
Cables: Blandy, London.

## INDEX TO PORTS

For the convenience of readers we give below an index to the ports for which disbursement accounts have been published in THE SHIPPING WORLD since the last index appeared in the issue of 17 December 1958.

Aabenraa 4 May, 8 June '60	Gefte 17 Dec. '58, 4 May '59	Le Havre .. 20 Jan. '60	Savannah .. 28 Oct. '59
Ajaccio .. 1 April '59	Genoa .. 20 Jan. '60	Lubeck .. 2 Dec. '59	Seaham Harbour 1 April '59
Amsterdam .. 20 May '59	Grimsby .. 20 May '59		Singapore .. 14 Sept. '60
Ancona .. 20 May '59		Madras 3 Aug., 14 Sept. '60	Sundsvall
		Malmö .. 4 May '60	28 Oct. '59, 14 Sept. '60
Bergen .. 3 Aug. '60	Haderslev .. 23 Mar. '60		Svendborg .. 4 Feb. '59
Brake .. 4 May '60	Halden .. 1 April '59	Naestved .. 1 April '59	Swansea .. 28 Oct. '59
Bruges .. 4 Feb. '59	Hamburg 23 Sept., 2 Dec. '59	Naples .. 8 June '60	
	Harnosand .. 23 Sept. '59	Norresundby	Tangier .. 17 Dec. '58
Cape Town 8 June, 3 Aug. '60	Helsingfors .. 17 Dec. '58	20 May '59, 3 Aug. '60	Trondheim .. 23 Sept. '59
Civitavecchia 3 Aug. '60	Hong Kong .. 23 Mar. '60		
Coatzacoalcas 28 Oct. '59	Hull .. 8 June '60	Oslo .. 4 May '60	U.S.S.R. ports 4 May '60
Cochin .. 1 April '59		Oulu District 4 Feb. '59	Uddevalla .. 20 May '59
Corsican ports 1 April '59	Immingham .. 23 Sept. '59		
Crotone 28 Oct., 2 Dec. '59	Iskenderun .. 17 Dec. '58	Port Talbot .. 2 Dec. '59	Valletta .. 23 Mar. '60
		Preston .. 28 Oct. '59	Venice .. 1 April '59
Dakar .. 23 Sept. '59	Kalundborg		Vitoria .. 20 Jan. '60
Dublin .. 14 Sept. '60	20 Jan., 23 Mar. '60	Randers .. 20 Jan. '60	
Dundee .. 23 Sept. '59		Rauma .. 23 Mar. '60	Yugoslav ports
	La Rochelle-Pallice	Rio Grande .. 4 Feb. '59	2 Dec. '59, 23 Mar. '60
Emden .. 20 May '59	4 Feb. '59		
Fredrikstad .. 8 June '60	Lattakia .. 28 Oct. '59	Santos .. 17 Dec. '58,	Zaandam 8 June, 3 Aug. '60
		2 Dec. '59, 14 Sept. '60	Zeebrugge .. 4 Feb. '59

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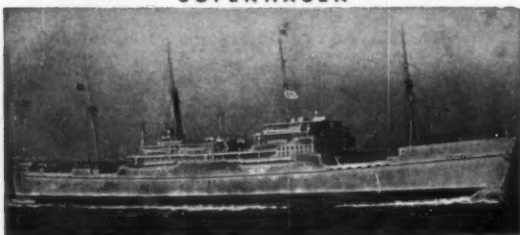
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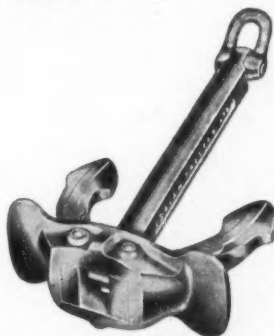
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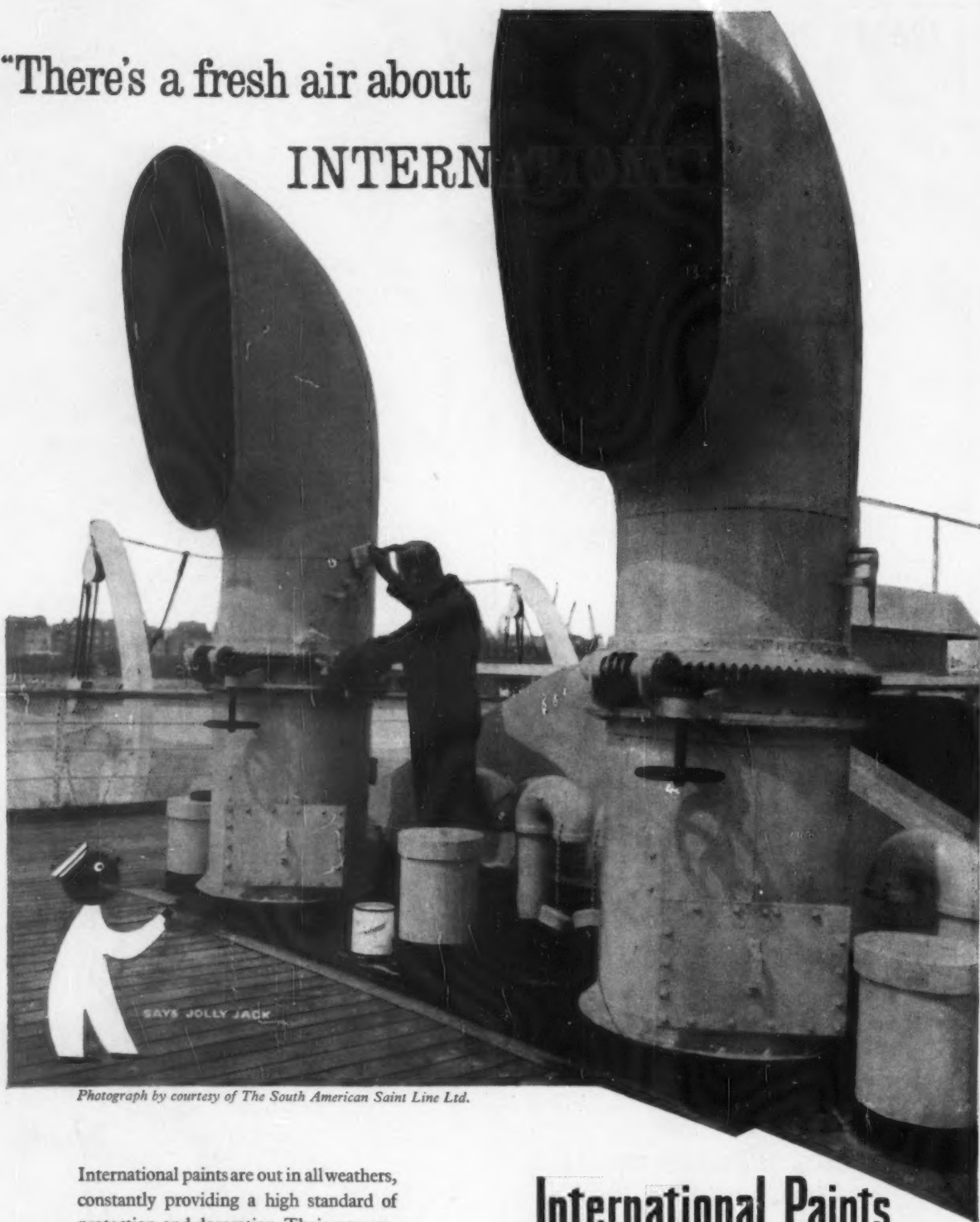
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